

US 13 Pedestrian Safety Study: Improvement Matrix							
#	Location	Timeframe	Priority	Recommendation	Status	Done?	
1	General	Short-Term	n/a	Coordinate with Delaware State Police to create a "cheat sheet" for the types of information to include in a pedestrian crash report and incorporate this information into DELJIS E-Crash training	DeIDOT and DSP have held several training sessions and guidances on the topic of improving pedestrian crash data. Notably, the following: - 2015 DE Highway Safety Conference - 10/10/18 Memo from Ray Sammons (DeJIS Training Administrator)	Ongoing	
2	General	Short-Term	n/a	Establish a working group (including a DeIDOT Traffic Safety Engineer) to coordinate aspects of both new and old bus stop locations (<i>requires coordination with DTC</i>)			
3	General	Short-Term	n/a	Enhance the current <i>Bus Stop and Passenger Facilities Policy</i> (DTC-05) to incorporate and improve pedestrian safety (<i>requires coordination with DTC</i>)	Complete. Revised bus stop policy effective as of May 4, 2018	Yes	
4	General	Short-Term	n/a	Develop pedestrian safety advertisements to install at bus stop shelters, specifically at high ridership locations (<i>requires coordination with DTC</i>)	Only one safety advertisement spotted (at the new southbound bus stop shelter at Bacon Avenue) as per field investigation on 6/20/18	No	
5	General	Short-Term	n/a	Develop and distribute questionnaires to transit riders along the US 13 study corridor to gather feedback about pedestrian safety and facilities to better identify the topics needing further public outreach (<i>requires coordination with DTC</i>)	Survey conducted by Delaware Office of Highway Safety in 2016. Surveyed riders along various transit routes including Routes 22 and 25 along US 13.	Yes	
6	General	Short-Term	n/a	Investigate the feasibility of providing prerecorded audio messages on buses directing pedestrians to cross at designated crosswalks (<i>requires further discussion with DTC</i>)			
7	General	Short-Term	n/a	Consider utilizing audible messages on DART buses along the corridor to emphasize safe crossing (<i>requires coordination with DTC</i>)			
8	Corridor-Wide	Short-Term	n/a	Replace / install directional arrows on pedestrian pushbuttons where missing	Incomplete as per field investigation on 6/20/18	No	
9	Corridor-Wide	Short-Term	n/a	Replace/install pedestrian pushbutton signs with existing pedestrian signal throughout the corridor	Incomplete as per field investigation on 6/20/18	No	
10	Corridor-Wide	Short-Term	n/a	Perform a formal lighting evaluation along US 13 from SR 273 to the Market Street/Walnut Street split to identify the need for additional roadway lighting	Done. To be implemented as part of CTP projects		
11	Corridor-Wide	Short-Term	n/a	Install speed limit signs along northbound and southbound US 13 to match the latest speed resolutions			
12	Corridor-Wide	Mid-Term	1	Install corridor lighting along US 13 from SR 273 to the Market Street/Walnut Street split, as identified in the proposed lighting evaluation	This improvement is pending the outcome of the previously mentioned study (not yet completed)	No	

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13	Corridor-Wide	Long-Term	1	Pursue construction of sidewalk along the US 13 study corridor as part of a future capital improvement project. As part of the design and implementation of sidewalk along the US 13 corridor, DelDOT should investigate the feasibility and practicality of installing shared-use paths in areas where the path could be installed for a long enough distance to be practical for travel by both pedestrians and bicyclists. Prioritization of sidewalk segments should be performed as a first step. SR 273 to Memorial Drive is included as part of the limits of the US 13, US 40 to Memorial Drive Pedestrian Improvement project which is included in the proposed FY17 to FY22 CTP; however, Memorial Drive to the Market Street/Walnut Street split is not included as part of the CTP project's limits. Consideration should be given to extending the limits of the US 13, US 40 to Memorial Drive Pedestrian Improvement project farther north to the Market Street/Walnut Street split in order to include the full length of this study's project limits.	Pave & Rehab project in design includes new sidewalk along northbound US 13 to approximately 1,000 feet north of Hessler Boulevard. A new CTP project is required to provide pedestrian facilities from Hessler Boulevard to the Bridge 1-686 project limits. Bridge design may include the section from Rogers Road to the Market Street/Walnut Street Bridge Project Current status - additional projects need to be added and prioritized within the CTP.	Ongoing	
14	Corridor-Wide	Long-Term	1	As part of future projects such as pavement and rehabilitation, install ADA-compliant curb ramps and address existing sidewalk compliance issues (see DelDOT's ADA inventory and assessment) throughout the corridor			
15	Corridor-Wide	Long-Term	3	Consider reducing the number and frequency of access points along the study corridor as part of any future redevelopment			
16	Corridor-Wide	Long-Term	4	Investigate the need for and impacts of modifying and/or closing the unsignalized median openings along the study corridor			
17	US 13 at SR 273	Mid-Term	7	Consolidate the southbound US 13 bus stops provided on the north and south legs of the US 13 at SR 273 intersection by removing the bus stop on the north leg of the intersection; however, maintaining this bus stop may be preferred pending discussions with DTC and the status of the proposed New Castle Town Center (requires coordination with DTC)	All 3 bus stops at US 13 and SR 273 were removed as per field investigation on 6/20/18	Yes	
18	US 13 at SR 273	Long-Term	2	As recommended by the Churchmans Road Trail Study, install a crosswalk across the north leg of US 13 at SR 273 intersection	Incomplete as per field investigation on 6/20/18	No	
19	US 13 / School Lane	Short-Term	n/a	Upgrade the pedestrian clearance intervals at the intersection of US 13 and School Lane	Not completed	No	
20	US 13 at School Lane	Mid-Term	1	Install lighting along US 13 within the vicinity of School Lane	In Design - to be completed as part of T201901103 - US 13 Median Lighting - Llangollen Blvd. to I-495; PS&E March 2020	In Design	
21	US 13 at School Lane	Mid-Term	4	Install a signalized crosswalk across the east leg of US 13 at School Lane (consideration should be given to incorporating with planned improvements as part of the New Castle County Airport Expansion recommended improvements)	Complete as per field investigation on 6/20/18	Yes	

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22	US 13 at School Lane	Mid-Term	4	Relocate the southbound US 13 bus stop from the south leg to the north leg of the US 13 at School Lane intersection and consolidate southbound US 13 bus stops at School Lane and the New Castle County Airport right-in only access (<i>pending coordination with DTC</i>). Additionally, install sidewalk along the west side of US 13 from the northwest corner of the US 13 at School Lane to the relocated bus stop.	Sidewalk installation complete, bus stops removed as per field investigation on 6/20/18	Yes
23	US 13 at School Lane	Mid-Term	4	Install sidewalk along the east side of US 13 to connect the northeast corner of the US 13 at School Lane intersection to the existing northbound US 13 bus stop (<i>consideration should be given to moving the northbound bus stop as close as possible to the intersection</i>)	In Design - to be completed as part of T201901102 - US 13 Paving and Pedestrian Improvements - Llangollen Blvd. to Bacon/Boulden Blvd.; March 2021	In Design
24	US 13 at Lincoln Avenue	Mid-Term	8	Install a signalized crosswalk across the west leg of the US 13 at Lincoln Avenue intersection	In Design - to be completed as part of T201901102 - US 13 Paving and Pedestrian Improvements - Llangollen Blvd. to Bacon/Boulden Blvd.; March 2021	In Design
25	US 13 at Stahl Avenue and US 13 at Lincoln Avenue	Mid-Term	11	Pending discussions with DTC, install benches at the northbound US 13 bus stop at Stahl Avenue and southbound US 13 bus stop at Lincoln Avenue (<i>requires coordination with DTC</i>)	In Design - to be completed as part of T201901102 - US 13 Paving and Pedestrian Improvements - Llangollen Blvd. to Bacon/Boulden Blvd.; March 2021	In Design
26	US 13 at Harrison Avenue / Stahl Avenue	Mid-Term	10	Install a signalized crosswalk across the west leg of the US 13 at Harrison Avenue/Stahl Avenue intersection	In Design - to be completed as part of T201901102 - US 13 Paving and Pedestrian Improvements - Llangollen Blvd. to Bacon/Boulden Blvd.; March 2021	In Design
27	US 13 at Roosevelt Avenue	Mid-Term	9	Install a signalized crosswalk across the west leg of the US 13 at Roosevelt Avenue intersection	In Design - to be completed as part of T201901102 - US 13 Paving and Pedestrian Improvements - Llangollen Blvd. to Bacon/Boulden Blvd.; March 2021	In Design
28	US 13 at Bacon Avenue	Mid-Term	11	Pending discussions with DTC, install a bus stop shelter at the southbound US 13 bus stop at Bacon Avenue (<i>requires coordination with DTC</i>)	Southbound US 13 bus stop at Bacon Avenue complete.	Yes
29	US 13 / Bacon Avenue	Short-Term	n/a	Upgrade the pedestrian clearance intervals at the intersection of US 13 and Bacon Avenue / Boulden Boulevard	Completed as part of ERLRSP Program	Yes
30	US 13 at Bacon Avenue / Boulden Boulevard	Mid-Term	6	Realign the signalized crosswalk across the south leg of US 13 at Bacon Avenue/Boulden Boulevard to provide a more direct pedestrian path (<i>turning paths for northbound U-turning trucks should be evaluated as part of design</i>)	Being considered further as part of larger overall median fencing and access management efforts, including possible crossover closure at Roosevelt Avenue.	No
31	US 13 at Bacon Avenue / Boulden Boulevard	Mid-Term	6	Install a signalized crosswalk across the east leg of US 13 at Bacon Avenue/Boulden Boulevard	In Design - to be completed as part of T201606121 - Pave & Rehab North XXI, US 13 from Boulden Blvd to Rogers Road - Construction to start late 2019	In Design
32	SB US 13, south of McMullen Avenue	Short-Term	n/a	Install a marked crosswalk across the Wawa driveway located along southbound US 13 approximately 675 feet south of McMullen Avenue	In Design - to be completed as part of T201606121 - Pave & Rehab North XXI, US 13 from Boulden Blvd to Rogers Road - Construction to start late 2019	In Design

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33	US 13 / Marsh Lane	Short-Term	n/a	Upgrade the pedestrian clearance intervals at the intersection of US 13 and Marsh Lane / Wildel Avenue	Completed as part of signal rebuild	Yes
34	US 13 at Marsh Lane / Wildel Avenue	Mid-Term	5	Relocate the signalized crosswalk across US 13 at Marsh Lane/Wildel Avenue to the north leg of the intersection, install a signalized crosswalk across the east leg of the intersection, and install countdown pedestrian signal indications at the intersection	Complete as per Google Maps Street View (August 2017)	Yes
35	US 13 at Marsh Lane / Wildel Avenue	Mid-Term	5	Relocate the bus stop provided along northbound US 13 approximately 215 feet north of Marsh Lane/Wildel Avenue approximately midway between its current location and the intersection (<i>pending approval from DTC Operations and the adjoining property owners</i>); at a minimum, the bus stop should be relocated 50 feet farther south to discourage pedestrians from crossing midblock at the paved emergency crossover (<i>identified as part of the State of Good Repair program in June 2014</i>)	Ongoing discussions with DART. Incomplete as per field investigation on 6/20/18	No
36	US 13 at Marsh Lane / Wildel Avenue	Mid-Term	5	Remove the bus stop provided along northbound US 13 approximately 625 feet south of Marsh Lane/Wildel Avenue in front of Collins Business Systems (<i>identified as part of the State of Good Repair program in June 2014</i>)	Completed as part of State of Good Repair program	Yes
37	US 13 / Memorial Drive	Short-Term	n/a	Upgrade the pedestrian clearance intervals at the intersection of US 13 and Memorial Drive	Completed as part of ERLRSP Program	Yes
38	US 13, Memorial Drive and E. Hazeldell Avenue	Mid-Term	2	Install sidewalk along the north side of the large grass island provided between the eastbound Memorial Drive and W. Hazeldell Avenue (i.e., spur road) approaches to US 13. Consider additional parking restrictions along W. Hazeldell Avenue and signing to encourage crossing at the Memorial Drive signal.	Sidewalk to be completed as part of T201606121 - Pave & Rehab North XXI, US 13 from Boulden Blvd to Rogers Road - Construction to start late 2019 Parking restrictions need to be further investigated Installation of median barrier and potential emergency preemption-activated gate restricting crossover at E. Hazeldell to emergency vehicles only may be considered as part of a future median treatments contract	In Design
39	US 13 at Hessler Boulevard	Short-Term	n/a	Replace the two left-turn pavement marking arrows provided on the eastbound Hessler Boulevard approach to US 13 with pavement marking arrows indicating a left-turn and a shared left-turn/through lane	In Design - to be completed as part of T201606121 - Pave & Rehab North XXI, US 13 from Boulden Blvd to Rogers Road - Construction to start late 2019	In Design
40	US 13 at Hessler Boulevard	Mid-Term	3	Install a signalized crosswalk across the north, east, and west legs of the US 13 at Hessler Boulevard intersection	In Design - to be completed as part of T201606121 - Pave & Rehab North XXI, US 13 from Boulden Blvd to Rogers Road - Construction to start late 2019	In Design
41	US 13, North of Rogers Road	Short-Term	n/a	Install oversized Pedestrian (W11-1) warning signs along both northbound and southbound US 13 approaching the area north of Rogers Road	Not included in any project at this time. Consider standalone Traffic only project. Requires further coordination with on-going US 13 pedestrian improvements	No
42	US 13, North of Rogers Road	Short-Term	n/a	Perform enforcement and public outreach at establishments along US 13 north of Rogers Road regarding pedestrian safety through the Division of Alcohol and Tobacco Enforcement (DATE)		
43	US 13, North of Rogers Road	Mid-Term	1	Install lighting along US 13 from Rogers Road to the bridge located approximately 1,200 feet north of Rogers Road	To be included in future CTP PAR project limits or BR 1-686 project pending limits. Further coordination required.	No